



UNION PACIFIC RAILROAD COMPANY

Eastern District



WYOMING DIVISION

TIME-TABLE

No. 14

Effective Sunday,

April 27, 1952

at 12:01 A. M. Mountain Time

*Safety Is
No Accident*

FOR EMPLOYEES ONLY

CONDENSED TIME-TABLE

FIRST CLASS

Table with columns for stations (CO. BLUFFS, OMAHA, GRAND ISLAND, NORTH PLATTE, JULESBURG, SIDNEY, KANSAS CITY, DENVER, CHEYENNE, BORIE, LARAMIE, RAWLINS, GREEN RIVER, GRANGER, OGDEN) and rows for time and distance. Includes a 'Distance from Council Bluffs' column and a 'Time-Table No. 14 April 27, 1952' header.

(8.40) (20.20) (10.45) (20.05) (10.25) (31.36) (21.25) (23.55) (23.35) (16.05) (16.10) (13.25) (20.38) Thru Time From Omaha
69.2 41.5 52.1 49.3 41.4 38.5 46.2 43.2 51.6 61.6 61.2 62.9 47.9 Average speed per hour

E. HICKS
General Manager

H. E. SHUMWAY
Gen. Supt. Transportation

G. A. CUNNINGHAM
General Superintendent

- C. J. COLOMBO, Superintendent... Cheyenne, Wyo.
K. I. JONES, Terminal Superintendent... Cheyenne, Wyo.
O. A. DURRANT, Asst. Superintendent... Green River, Wyo.
E. F. BERGONZO, Terminal Superintendent... Green River, Wyo.
C. T. ALFORD, Asst. Superintendent... Denver, Colo.
C. E. BRETERNITZ, Terminal Superintendent... Denver, Colo.
E. F. BOYLE, Trainmaster... Cheyenne, Wyo.
G. E. O'HARA, Trainmaster... Laramie, Wyo.
J. L. PHILLIPS, Asst. Trainmaster... Laramie, Wyo.
C. B. LISHER, Trainmaster... Rawlins, Wyo.
B. W. COLLINS, Trainmaster... Ogden, Utah
J. C. JOCHIM, Trainmaster... Denver, Colo.
C. E. MYERS, Master Mechanic... Cheyenne, Wyo.
H. T. SNYDER, Master Mechanic... Denver, Colo.
D. P. CLIFFORD, Road Foreman of Engines... Cheyenne, Wyo.
R. M. WARNER, Road Foreman of Engines... Cheyenne, Wyo.
E. J. MOORE, Road Foreman of Engines... Laramie, Wyo.
G. L. LIEBAU, Road Foreman of Engines... Laramie, Wyo.
M. N. ANDERSON, Road Foreman of Engines... Rawlins, Wyo.
CHARLES SHIPMAN, Road Foreman of Engines... Rawlins, Wyo.
T. A. KELLEHER, Road Foreman of Engines... Ogden, Utah
H. C. LUSTY, Road Foreman of Engines... Evanston, Wyo.
J. W. GODFREY, Division Engineer... Cheyenne, Wyo.
G. M. PICKERING, General Roadmaster... Cheyenne, Wyo.

FIRST SUBDIVISION AND BRANCHES

- C. A. VICK ROY, Chief Train Dispatcher... Denver, Colo.
E. E. CRUTCHFIELD, Asst. Chief Train Dispatcher... Denver, Colo.
J. F. BARRETT, Asst. Chief Train Dispatcher... Denver, Colo.

SECOND SUBDIVISION AND THIRD SUBDIVISION
LARAMIE TO RAWLINS, AND BRANCHES

- J. M. KELLEY, Chief Train Dispatcher... Cheyenne, Wyo.
C. E. WHITE, Asst. Chief Train Dispatcher... Cheyenne, Wyo.
O. L. FURGASON, Asst. Chief Train Dispatcher... Cheyenne, Wyo.

THIRD SUBDIVISION AND FOURTH SUBDIVISION,
RAWLINS TO OGDEN, AND BRANCHES

- B. FOSTER, Chief Train Dispatcher... Green River, Wyo.
L. R. DEARDEN, Asst. Chief Train Dispatcher... Green River, Wyo.
W. E. HARDY, Asst. Chief Train Dispatcher... Green River, Wyo.

MILEAGE

Main Line... 595.06
Branches... 372.31
Total... 967.37

CONDENSED TIME-TABLE

FIRST CLASS

Table with columns for stations (CO. BLUFFS, OMAHA, GRAND ISLAND, NORTH PLATTE, JULESBURG, SIDNEY, KANSAS CITY, DENVER, CHEYENNE, BORIE, LARAMIE, RAWLINS, GREEN RIVER, GRANGER, OGDEN) and rows for time and distance. Includes a 'Mile Post' column and a 'Time-Table No. 14 April 27, 1952' header.

Thru Time From Omaha... (8.05) (20.15) (22.55) (19.25) (19.20) (15.55) (15.55) (13.18) (26.20) (9.40) (23.35) (20.35) (10.10)
69.2 41.7 53.1 51.0 51.2 62.2 62.2 63.5 46.2 44.6 42.0 48.1 55.1 Average speed per hour

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Table with columns for Train, At, Discharge Passengers From, Pick Up Passengers Destined To, and Train, At, Discharge Passengers From, Pick Up Passengers Destined To. Lists stations like Rock Springs, Salt Lake City, Ogden, etc.

WESTWARD

FIRST SUBDIVISION

SECOND CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), page 31.	26			370			250			Distance from Denver
	C.R.I.&P. Mixed			Mixed			Time Freight			
	Daily			Daily			Daily			
YIP				10.00PM	6.50PM					0.0
ZP				10.08	7.25	6.10PM				0.6
WCOTYZP				A10.10PM	A 7.35PM	6.13				1.7
IP										2.2
7								6.20		4.9
95 P										5.0
23									6.26	6.0
57 P										8.1
52 P									6.31	9.9
22									6.36	11.8
91 WYZP										14.1
31 P									6.43	16.0
94 P										19.1
53 P									6.52	22.8
95 P									6.58	25.8
24									7.04	30.1
42 P										34.8
119 P										36.2
24 P									7.11	37.8
24										40.0
192 WCTYP										42.4
60 P									A 7.20PM	43.2
247 WYZP										46.1
YP										48.2
81 P										51.7
80 P										54.0
I										55.8
65 P										59.2
22										59.3
64 WYP										63.0
52 P										64.9
96 P										66.8
51 P										71.9
94 WCYP										77.0
97 P										81.9
52 P										86.0
95 WYP										90.4
45 WYP										90.4
72 IP										94.4
P										97.8
IP										103.1
WCOTYZP										101.5
										104.7
										106.0

(0.10) 13.2 (0.45) 2.9 (1.10) 38.1 Thru Time
..... Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction, except that Nos. 10 and 111 are superior to westward trains of the same class.—See Rule S-72.
Between Sand Creek Jct. and La Salle, the time of Nos. 111 and 112 and between Sand Creek Jct. and Borie, the times of Nos. 9 and 10 must be cleared not less than five minutes by Nos. 18, 38, 52, 86, 17, 37, 57 and 85 and not less than fifteen minutes by second-class and extra trains.
Between Denver and La Salle, all extra trains will run via Lupton unless otherwise instructed.
Denver Union Terminal Speed restrictions apply within interlocking limits at Denver.
For conditional stops to discharge or pick up revenue passengers, —See Page 3.

WESTWARD

FIRST SUBDIVISION

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), page 31.	10		17		37		86		112		8		38		57		9		Distance from Denver	
	Streamliner Passenger		Passenger		Passenger		Passenger		Streamliner Passenger		C.R.I.&P. Rocket Passenger		Passenger		Passenger		Streamliner Passenger			
	Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily			
																				0.0
																				0.6
																				1.7
																				2.2
																				4.9
																				5.0
																				6.0
																				8.1
																				9.9
																				11.3
																				14.1
																				16.0
																				19.1
																				22.8
																				25.8
																				30.1
																				34.8
																				36.2
																				37.8
																				40.0
																				42.4
																				43.2
																				46.1
																				48.2
																				51.7
																				54.0
																				55.8
																				59.2
																				59.3
																				63.0
																				64.9
																				66.8
																				71.9
																				77.0
																				81.9
																				86.0
																				90.4
																				90.4
																				94.4
																				97.8
																				103.1
																				101.5
																				104.7
																				106.0

(0.05) 26.4 (2.18) 44.8 (2.13) 46.5 (0.59) 46.9 (0.45) 61.4 (0.05) 26.4 (0.05) 26.4 (2.35) 41.4 (2.00) 51.6 Thru Time
..... Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction, except that Nos. 10 and 111 are superior to westward trains of the same class.—See Rule S-72.
Between Sand Creek Jct. and La Salle, the time of Nos. 111 and 112 and between Sand Creek Jct. and Borie, the times of Nos. 9 and 10 must be cleared not less than five minutes by Nos. 18, 38, 52, 86, 17, 37, 57 and 85 and not less than fifteen minutes by second-class and extra trains.
Between Denver and La Salle, all extra trains will run via Lupton unless otherwise instructed.
Denver Union Terminal Speed restrictions apply within interlocking limits at Denver.
For conditional stops to discharge or pick up revenue passengers, —See Page 3.

Time-Table No. 14

April 27, 1952

STATIONS

DN-R DENVER YL UD	
23RD STREET YL	Double Track
DN-R 36TH ST. YL RA	
PULLMAN YL	
C. B. & Q. CROSSING	
DNSANDCREEKJCT.YLSK	
ADAMS	
DUPONT	
ROLLA	
HAZELTINE	
HENDERSON	
NORTHWAY	
DN BRIGHTON YL BI	
POWARS	
D LUPTON UP	
IONE	
D PLATTEVILLE PA	
VASQUEZ	
HOUSTON	
D GILOREST GI	
PEOKHAM	
HAMBERT	
DN-R LA SALLE YL SA	
EVANS	
DN GREELEY YL HG	
GREELEY JCT.	
D LUCERNE O	
DN EATON YL UR	
G. W. CROSSING	
D AULT A	
STAGE	
D PIEROE BU	
D NUNN NU	
DOVER	
DEOKER	
DN CARR OR	
WARREN	
GLEASON	
DN SPEER YL S	
DN BORIE YL BO	
CORLETT JCT.	
DN TOWER A YL AY	
DN-R CHEYENNE YL N-OY	
(106.0)	

BLOCK SIGNALS

Time-Table No. 14

April 27, 1952

STATIONS

DN-R DENVER YL UD	
23RD STREET YL	Double Track
DN-R 36TH ST. YL RA	
PULLMAN YL	
C. B. & Q. CROSSING	
DNSANDCREEKJCT.YLSK	
ADAMS	
DUPONT	
ROLLA	
HAZELTINE	
HENDERSON	
NORTHWAY	
DN BRIGHTON YL BI	
POWARS	
D LUPTON UP	
IONE	
D PLATTEVILLE PA	
VASQUEZ	
HOUSTON	
D GILOREST GI	
PEOKHAM	
HAMBERT	
DN-R LA SALLE YL SA	
EVANS	
DN GREELEY YL HG	
GREELEY JCT.	
D LUCERNE O	
DN EATON YL UR	
G. W. CROSSING	
D AULT A	
STAGE	
D PIEROE BU	
D NUNN NU	
DOVER	
DEOKER	
DN CARR OR	
WARREN	
GLEASON	
DN SPEER YL S	
DN BORIE YL BO	
CORLETT JCT.	
DN TOWER A YL AY	

WESTWARD SECOND SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Distance from Council Bluffs	Time-Table No. 14		FIRST CLASS	
		April 27, 1952		17	
		STATIONS		Passenger	
WCOTY PZ X	509.5	DN-R CHEYENNE YL N	OY		
		1.3			
IP	510.8	DN TOWER A YL AY	YL AY		
		3.2			
P	514.0	CORLETT JUNCTION			
		0.9			
WS 93 XP	514.9	CORLETT			
		4.1			
WS 110 ES 110 XIP	519.0	DN BORIE BO	BO	7.58PM	
		5.0			
WS 93 ES 110 XWP	524.0	OTTO		8.08	
		4.6			
WS 137 ES 76 XWP	528.6	DN GRANITE CANON YLOA	YLOA	8.16	
		7.9			
WS 105 ES 90 WYP X	536.5	BUFORD YL	YL	8.31	
		3.9			
CS 95 XYP	540.4	DN SHERMAN S	S	8.38	
		2.6			
ES 63 WXP	543.0	DALE CREEK		8.41	
		5.4			
CS 82 XP	548.4	DN HERMOSA HM	HM	8.49	
		8.6			
WS 133 WP	557.0	RED BUTTES		9.02	
		9.3			
ES 79 P		2.0			
		HEARD			
ES 110 WP		2.5			
		COLORES			
P		3.7			
		SATANKA			
ES 124 P		4.1			
		FORELLE			
WCOTY PZ X	566.8	DN-R LARAMIE YL K-KI	K-KI	A 9.23PM	
		4.0			
		(56.8)			

These Stations are not on Westward Track

.....Thru Time..... (1.25)
Average speed per hour..... 33.4

Westward trains must keep to the left between Mile Post 549.7 and cross-over east end Laramie yard.
 On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 Rules 251 to 254 inclusive apply on Second Subdivision.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD SECOND SUBDIVISION

FIRST CLASS										Distance from Council Bluffs	Time-Table No. 14	
FIRST CLASS											April 27, 1952	
37	5	23	27	9	11	103	101	105	1		STATIONS	
Passenger	Mail and Express	Passenger	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
	6.50PM	6.20PM	10.00AM		9.00AM	8.35AM	8.20AM	8.05AM	6.05AM	509.5	DN-R CHEYENNE YL N	OY N
	6.53	6.23	10.03		9.03	8.38	8.23	8.08	6.08	510.8	DN TOWER A YL AY	YL AY
										514.0	CORLETT JUNCTION	
										514.9	CORLETT	
	7.00	6.28	10.09		9.09	8.42	8.27	8.12	6.14	519.0	DN BORIE BO	BO
7.48PM	7.06	6.34	10.15	10.10AM	9.14	8.49	8.34	8.19	6.20	519.0	OTTO	
	7.58	6.42	10.22	10.18	9.21	8.57	8.42	8.27	6.27	524.0	DN GRANITE CANON YLOA	YLOA
	8.06	6.50	10.30	10.25	9.29	9.05	8.50	8.35	6.35	528.6	BUFORD YL	YL
	8.21	7.02	10.42	10.37	9.41	9.17	9.02	8.47	6.47	536.5	DN SHERMAN S	S
	8.28	7.09	10.49	10.42	9.48	9.22	9.07	8.52	6.54	540.4	DALE CREEK	
	8.31	7.12	10.52	10.45	9.51	9.25	9.10	8.55	6.57	543.0	DN HERMOSA HM	HM
	8.39	7.19	10.59	10.52	9.58	9.32	9.17	9.02	7.04	548.4	RED BUTTES	
	8.52	7.28	11.09	11.01	10.07	9.41	9.26	9.11	7.13	557.0	RED BUTTES	
											2.0	
											HEARD	
											2.5	
											COLORES	
											3.7	
											SATANKA	
											4.1	
											FORELLE	
											4.0	
A 9.08PM	A 8.20PM	A 7.42PM	A 11.22AM	A 11.15AM	A 10.22AM	A 9.54AM	A 9.39AM	A 9.24AM	A 7.27AM	566.8	DN-R LARAMIE YL K-KI	K-KI
											(56.8)	

These Stations are not on Westward Track

(1.20) 35.5 (1.30) 37.9 (1.22) 41.6 (1.22) 41.6 (1.05) 52.4 (1.22) 41.6 (1.19) 43.1 (1.19) 43.1 (1.19) 43.1 (1.22) 41.6Thru Time
Average speed per hour

Westward trains must keep to the left between Mile Post 549.7 and cross-over east end Laramie yard.
 On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 Rules 251 to 254 inclusive apply on Second Subdivision.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD THIRD SUBDIVISION

Car Capacity of Sidings etc. See Rule 6(A), Page 31.											Distance from Council Bluffs	Time-Table No. 14		FIRST CLASS	
												April 27, 1952	17		
													Passenger	Daily	
												STATIONS		Daily	
WCOTYPZ X												566.0	DN-R LARAMIE YL KI-K		9.33PM
OS 92 XP												574.1	HOWELL		9.43
WS 53 XP												577.7	WYOMING		9.47
WS 47 XP												585.3	D BOSLER FY		9.55
OS 93												590.6	COOPER LAKE		10.01
ES 64 XP												593.9	LOOKOUT		10.05
CS 105 XP												598.9	HARPER		10.10
CS 81 XP												598.9	ROCK RIVER OK		10.17
CS 128 WC												605.3	WILCOX		10.22
CS 128 YPX												609.0	RIDGE		10.30
WS 58 XP												616.8	D MEDICINE BOW MB		10.37
ES 120												622.9	COMO		10.50
CS 73 XP												622.9	RAMSEY		10.58
CS 128 XYP												632.6	DN HANNA YL HN		f 11.06
CS 81 XP												638.7	PERCY		11.12
CS 80 XP												638.7	DANA		11.15
WS 118 WCZ												643.1	EDSON		11.21
ES 150 YPX												643.1	D WALCOTT WA		11.27
WS 56 XP												648.4	FORT STEELE		11.33
ES 82 XP												648.4	D SINCLAIR GV		11.43
CS 71 XP												651.8	DN-R RAWLINS YL RS		11.55PM 12.05AM
CS 131 XP												657.0	FERRIS		12.13
CS 68 XP												661.9	HADSELL		12.18
CS 80 XP												667.6	KNOBS		12.22
CS 123 XP												676.3	DALEY'S RANOH		12.26
												682.8	RINER		12.29
WCOTYZXP												686.0	CHEROKEE		12.33
WS 71 XP												686.0	CRESTON		12.41
CS 117 XP												689.8	LATHAM		12.45
ES 81 XP												693.0	DN WAMSUTTER WM		12.54
WS 65 XP												697.0	FREWEN		12.59
WS 70 XW												700.7	RED DESERT		1.03
ES 125 P												705.8	TIPTON		1.12
CS 81 XP												705.8	ROBINSON		1.16
WS 62 X												712.0	TABLE ROCK		1.19
CS 81 XP												712.0	MONELL		1.23
CS 81 XP												716.0	DN BITTER CREEK YL BK		1.28
WS 124 WC												724.2	BLACK BUTTES		1.38
ES 106 YXP												724.2	HALLVILLE		1.44
WS 121 XP												729.1	POINT OF ROCKS		1.50
CS 71 XP												732.7	THAYER JUNCTION		1.56
WS 64 XP												740.0	SALT WELLS		2.01
ES 40												743.4	BAXTER		2.08
WS 104 X												746.7	DN ROCK SPRINGS YL SG		s 2.18
YP												748.4	KANDA		2.28
WS 125												746.7	DN-R GREEN RIVER YLGR		A 2.40AM
ES 106 P												751.7	(251.0)		
WS 60												751.7			
ES 71 P												756.7			
WS 152 WC												756.7			
ES 169 YXP												765.9			
CS 122 XP												765.9			
WS 70 XP												771.2			
WS 115 X												777.1			
CS 132 WP												784.1			
XYP												788.6			
CS 79 XP												788.6			
CS 120 XP												795.7			
WS 74 WCY												802.1			
ES 97 TZXP												809.0			
CS 136 XP												809.0			
WCOTYPZ												817.0			

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

..... Thru Time (5.07)
 Average speed per hour 49.1

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 Rules 251 to 254 inclusive apply on Third Subdivision.
 For conditional stops to discharge or pick up revenue passengers.—See page 3.

WESTWARD THIRD SUBDIVISION

										Distance from Council Bluffs	Time-Table No. 14		
											April 27, 1952	STATIONS	
												Daily	
												FIRST CLASS	
37	5	23	27	9	11	103	101	105	1				
Passenger	Mail and Express	Passenger	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
9.18PM	8.30PM	7.50PM	11.30AM	11.20AM	10.30AM	9.55AM	9.40AM	9.25AM	7.35AM	566.0	DN-R LARAMIE YL KI-K		
9.28	8.40	8.00	11.40	11.29	10.40	10.02	9.49	9.34	7.45	574.1	HOWELL		
9.32	8.44	8.04	11.43	11.32	10.43	10.05	9.52	9.37	7.48	577.7	WYOMING		
9.40	8.52	f 8.13	11.50	11.38	10.50	10.11	9.58	9.43	7.55	585.3	D BOSLER FY		
9.45	8.57	8.19	11.55	11.44	10.55	10.15	10.01	9.46	8.00	590.6	COOPER LAKE		
9.49	9.02	f 8.24	11.59AM	11.48	10.59	10.18	10.05	9.50	8.04	593.9	LOOKOUT		
9.54	9.08	f 8.30	12.04PM	11.53	11.04	10.22	10.09	9.54	8.09	598.9	HARPER		
10.01	9.16	f 8.38	12.10	11.59AM	11.10	10.28	10.15	10.00	8.15	605.3	ROCK RIVER OK		
10.06	9.21	8.44	12.14	12.02PM	11.14	10.31	10.18	10.03	8.19	609.0	WILCOX		
10.14	9.29	8.54	12.22	12.09	11.22	10.37	10.25	10.10	8.27	616.8	RIDGE		
10.21	9.37	f 9.01	12.28	12.15	11.28	10.43	10.31	10.16	8.33	622.9	D MEDICINE BOW MB		
10.34	9.50	9.13	12.38	12.23	11.38	10.50	10.38	10.23	8.43	632.6	COMO		
10.42	9.58	9.20	12.45	12.29	11.45	10.56	10.44	10.29	8.50	638.7	RAMSEY		
f 10.50	10.07	f 9.30	12.51	12.33	11.51	11.01	10.48	10.33	8.56	643.1	DN HANNA YL HN		
10.56	10.16	9.38	12.57	12.39	11.57AM	11.07	10.54	10.39	9.02	648.4	PERCY		
10.59	10.20	9.42	1.01	12.43	12.01PM	11.10	10.58	10.43	9.06	651.8	DANA		
11.05	10.26	9.48	1.06	12.47	12.06	11.14	11.02	10.47	9.11	657.0	EDSON		
11.10	10.32	f 9.55	1.11	12.52	12.11	11.19	11.07	10.52	9.16	661.9	D WALCOTT WA		
11.15	10.38	10.02	1.17	12.57	12.17	11.24	11.12	10.57	9.22	667.6	FORT STEELE		
11.22	10.48	f 10.12	1.26	1.05	12.26	11.32	11.20	11.05	9.31	676.3	D SINCLAIR GV		
11.35	11.00	10.25	1.40	1.13	12.38	11.39	11.29	11.14	9.45	682.8	DN-R RAWLINS YL RS		
11.45	11.10	10.35	1.45	1.13	12.48	11.40	11.30	11.15	9.50	682.8	FERRIS		
11.53	11.16	10.41	1.52	1.24	12.54	11.44	11.34	11.19	9.58	686.0	HADSELL		
11.58PM	11.21	10.46	1.57	1.28	12.59	11.47	11.37	11.22	10.03	689.8	KNOBBS		
12.02AM	11.25	10.50	2.01	1.32	1.03	11.50	11.40	11.25	10.07	693.0	DALEY'S RANOH		
12.06	11.29	10.54	2.04	1.35	1.07	11.53	11.43	11.28	10.11	697.0	RINER		
12.09	11.33	10.59	2.07	1.38	1.10	11.56AM	11.46	11.31	10.14	700.7	CHEROKEE		
12.13	11.38	11.04	2.11	1.44	1.14	12.01PM	11.50	11.35	10.18	705.8	CRESTON		
12.21	11.47	11.13	2.20	1.52	1.22	12.07	11.57AM	11.42	10.26	712.0	LATHAM		
12.25	11.51	11.17	2.24	1.55	1.27	12.10	12.01PM	11.45	10.30	716.0	DN WAMSUTTER WM		
12.34	11.59PM	f 11.26	2.33	2.02	1.35	12.17	12.07	11.52	10.39	724.2	FREWEN		
12.39	12.04AM	11.32	2.38	2.06	1.40	12.21	12.11	11.56	10.44	729.1	RED DESERT		
12.43	12.08	11.36	2.42	2.09	1.44	12.24	12.14	11.59AM	10.48	732.7	TIPTON		
12.52	12.17	f 11.45	2.50	2.17	1.52	12.31	12.21	12.06PM	10.57	740.0	ROBINSON		
12.56	12.21	11.49	2.53	2.20	1.55	12.34	12.24	12.09	11.01	743.4	TABLE ROCK		
12.59	12.25	11.53	2.56	2.23	1.58	12.38	12.27	12.12	11.04	746.7	MONELL		
1.03	12.29	11.57PM	3.00	2.27	2.04	12.41	12.31	12.16	11.08	751.7	DN BITTER CREEK YL BK		
1.08	12.35	f 12.04AM	3.06	2.31	2.09	12.45	12.35	12.20	11.13	756.7	BLACK BUTTES		
1.18	12.45	12.14	3.16	2.39	2.18	12.53	12.43	12.28	11.23	765.9			

WESTWARD										FOURTH SUBDIVISION				FIRST CLASS	
SECOND CLASS										Distance from Council Bluffs	Time-Table No. 14		Passenger		
											April 27, 1952				
											STATIONS				
Car Capacity of Seating, etc. See Rule 6 (A), page 31.					225	259	263	257			Distance from Council Bluffs	Time-Table No. 14		Passenger	
					Mixed	Time Freight	Time Freight	Time Freight				April 27, 1952			
				Daily Ex. Sun.	Daily	Daily	Daily			STATIONS		Daily			
COPTWXZY						9.00AM	8.45AM	1.10AM	817.0	DN-R GREEN RIVER YL GR	4.40PM				
WS 61 PX									821.1	RIVIEW	4.47				
CS 82 P									824.9	PERU	4.52				
CS 120 P									830.2	BRYAN	4.57				
CS 118 P									837.8	WESTVACO	5.04				
WS 99 IPWXY									847.2	DN GRANGER YL GN	5.13				
ES 126 RCS						A 10.00AM	A 2.30AM		854.0	VERNE	5.20				
CS 125 P									858.7	CHURCH BUTTES	5.25				
CS 103 P									865.9	HAMPTON	5.32				
CS 103 P									869.7	ELKHURST	5.38				
CS 95 P									875.4	DN CARTER YL Q	5.45				
CS 135 CPXW									880.9	ANTELOPE	5.51				
CS 103 P									885.6	BRIDGER	5.56				
CS 131 P									890.5	LEROY	6.02				
WS 77 CS 83 PW									894.8	RAGAN	6.07				
WS 71 PX									897.6	SPRING VALLEY	6.11				
CS 125 P									901.8	ASPEN	6.16				
ES 44 X									903.6	DN ALTAMONT AP	6.22				
ES 122 PX									908.7	KNIGHT	6.28				
ES 64 PX									912.7	MILLIS	6.32				
CS 118 PX									917.2	DN-R EVANSTON YL NA	6.40				
PTWXYZC									918.4	ALMY JCT.	6.47				
CS 124 P									921.7	WYUTA	6.52				
CS 98 PWXY									927.6	DN WAHSATCH YL WH	7.00				
P									932.6	CURVO	7.07				
WS 118 ES 101 PW									936.7	CASTLE ROCK	7.16				
CS 125 PWX									943.3	EMORY	7.25				
4									947.9	BASKIN					
WS 120 CS 120 ES 101 CPTWX						2.45PM			952.7	DN ECHO YL HO	7.38				
CS 118 PX						f 2.55			956.5	HENEFER	7.44				
CS 118 PX						s 3.05			960.6	D DEVIL'S SLIDE ON	7.49				
CS 132 PWX						s 3.20			968.0	DN MORGAN WB	7.58				
									970.6	STODDARD					
WS 122 ES 118 P						f 3.35			975.5	PETERSON	8.06				
P									977.7	STRAWBERRY					
PW									980.1	GATEWAY	8.12				
ES 62 PX						f 3.55			985.1	UINTAH	8.19				
PX									989.9	RIVERDALE YL					
COPTWYZ						A 4.10PM	A 3.00PM		992.6	DN-R OGDEN YL OG	A 8.33PM				
										(175.6)					
						(1.25)	(6.00)	(1.15)	(1.20)Thru Time.....	(3.53)				
						28.2	29.3	24.1	22.6Average speed per hour.....	45.2				

Westward trains must keep to the left from Mile Post 931.5 (located 1.1 miles east of Curvo) to Ogden.
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 For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD										FOURTH SUBDIVISION				FIRST CLASS				
FIRST CLASS										Distance from Council Bluffs	Time-Table No. 14		Passenger					
											April 27, 1952							
											STATIONS							
Car Capacity of Seating, etc. See Rule 6 (A), page 31.					11	9	103	101	105	1	17	37	5	23	Distance from Council Bluffs	Time-Table No. 14		Passenger
					Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	Mail and Express	Passenger		April 27, 1952		
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS		Daily		
					4.30PM	4.10PM	2.00PM	1.50PM	1.35PM	12.40PM	3.25AM	2.45AM	2.25AM	1.55AM	817.0	DN-R GREEN RIVER YL GR	4.40PM	
					4.37	4.17	2.05	1.55	1.40	12.47	3.33	2.52	2.32	2.02	821.1	RIVIEW	4.47	
					4.42	4.22	2.09	1.59	1.44	12.51	3.38	2.57	2.37	2.08	824.9	PERU	4.52	
					4.47	4.27	2.14	2.04	1.49	12.56	3.44	3.02	2.42	2.13	830.2	BRYAN	4.57	
					4.56	4.34	2.20	2.10	1.55	1.03	3.51	3.09	2.49	2.21	837.8	WESTVACO	5.04	
					A 5.05PM	4.45	2.29	2.19	A 2.05PM	1.14	A f 4.05AM	3.20	3.00	f 2.33	847.2	DN GRANGER YL GN	5.13	
						4.52	2.35	2.25		1.21		3.27	3.07	2.40	854.0	VERNE	5.20	
						4.57	2.39	2.29		1.26		3.32	3.12	2.45	858.7	CHURCH BUTTES	5.25	
						5.04	2.45	2.35		1.33		3.39	3.19	2.54	865.9	HAMPTON	5.32	
						5.09	2.49	2.39		1.37		3.44	3.24	2.59	869.7	ELKHURST	5.38	
						5.15	2.54	2.44		1.43		3.50	3.30	f 3.07	875.4	DN CARTER YL Q	5.45	
						5.20	2.59	2.49		1.48		3.55	3.35	3.13	880.9	ANTELOPE	5.51	
						5.25	3.03	2.53		1.53		4.00	3.40	3.18	885.6	BRIDGER	5.56	
						5.31	3.09	2.59		1.59		4.06	3.46	3.24	890.5	LEROY	6.02	
						5.36	3.13	3.03		2.04		4.11	3.51	f 3.31	894.8	RAGAN	6.07	
						5.40	3.16	3.06		2.08		4.15	3.55	3.36	897.6	SPRING VALLEY	6.11	
						5.45	3.22	3.12		2.14		4.20	4.00	f 3.43	901.8	ASPEN	6.16	
						5.51	3.26	3.16		2.19		4.26	4.06	f 3.50	903.6	DN ALTAMONT AP	6.22	
						5.57	3.31	3.21		2.25		4.32	4.12	3.56	908.7	KNIGHT	6.28	
						6.02	3.35	3.25		2.29		4.37	4.17	4.01	912.7	MILLIS	6.32	
						6.10	s 3.40	s 3.30		2.36		4.45	4.25	4.08	917.2	DN-R EVANSTON YL NA	6.40	
						6.15				2.41		4.50	4.35	4.18	918.4	ALMY JCT.	6.47	
															921.7	WYUTA	6.52	
						6.23	3.46	3.36		2.48		4.57	4.42	4.25	927.6	DN WAHSATCH YL WH	7.00	
						6.31	3.52	3.42		2.55		5.05	4.50	f 4.35	932.6	CURVO	7.07	
						6.40	3.59	3.49		3.02		5.12	4.57	4.42	936.7	CASTLE ROCK	7.16	
						6.48	4.06	3.56		3.10		5.20	5.05	4.50	943.3	EMORY	7.25	
						6.57	4.14	4.04		3.19		5.29	5.14	4.59	947.9	BASKIN		
															952.7	DN ECHO YL HO	7.38	
						7.10	4.26	4.16		3.32		5.42	5.27	f 5.14	956.5	HENEFER	7.44	
						7.15	4.30	4.20		3.37		5.47	5.32	5.19	960.6	D DEVIL'S SLIDE ON	7.49	
						7.20	4.34	4.24		3.42		5.52	5.37	5.24	968.0	DN MORGAN WB	7.58	
						7.29	4.43	4.33		3.51		6.01	5.46	f 5.34	970.6	STODDARD		
															975.5	PETERSON	8.06	
						7.37	4.51	4.41		3.59		6.09	5.54	5.43	977.7	STRAWBERRY		
															980.1	GATEWAY	8.12	
						7.43	4.56	4.46		4.05		6.15	6.00	5.49	985.1	UINTAH	8.19	
						7.51	5.03	4.53		4.12		6.22	6.07	5.57	989.9	RIVERDALE YL		
															992.6	DN-R OGDEN YL OG	A 8.33PM	
																(175.6)		
						(0.35)	(3.55)	(3.15)	(3.15)	(0.30)	(3.50)	(0.40)	(3.50)	(3.55)	(4.20)Thru Time.....	(3.53)	
						51.7	44.8	54.1	54.1	60.4	45.8	45.3	45.8	44.8	40.5Average speed per hour.....	45.2	

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 For conditional stops to discharge or pick up revenue passengers.—See Page 3.

FOURTH SUBDIVISION EASTWARD

Time-Table No. 14

April 27, 1952

FIRST CLASS

Mile Post	12	10	28	2	104	102	106	38	18	24
	Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Passenger

STATIONS

DN-R GREEN RIVER YL GR	817.0	A 9.50AM	A 10.20AM	A 10.40AM	A 11.10AM	A 11.55AM	A 12.05PM	A 1.15PM	A 10.55PM	A 11.05PM	A 11.40PM
RIVIEW	821.1	9.41	10.13	10.34	11.04	11.45	11.55AM	1.07	10.46	10.57	11.32
PERU	824.9	9.37	10.09	10.30	11.00	11.41	11.51	1.03	10.42	10.53	11.28
BRYAN	830.2	9.32	10.04	10.25	10.55	11.36	11.46	12.58	10.37	10.47	11.21
WESTVAOO	837.8	9.24	9.57	10.18	10.48	11.30	11.40	12.51	10.30	10.40	11.13
DN GRANGER YL GN	847.2	9.15AM	9.48	10.09	10.39	11.22	11.32	12.42PM	10.21	10.30PM	f 11.03
VERNE	854.0		9.41	10.03	10.31	11.16	11.26		10.14		10.54
CHURCH BUTTES	858.7		9.37	9.58	10.27	11.12	11.22		10.09		10.48
HAMPTON	865.9		9.31	9.51	10.21	11.07	11.17		10.02		10.40
ELKHURST	869.7		9.28	9.47	10.18	11.04	11.14		9.58		10.36
DN CARTER YL Q	875.4		9.22	9.41	10.12	10.59	11.09		9.51		f 10.28
ANTELOPE	880.9		9.17	9.34	10.06	10.54	11.04		9.45		10.19
BRIDGER	885.6		9.13	9.29	10.02	10.50	10.59		9.40		10.14
LEROY	890.5		9.09	9.24	9.57	10.46	10.55		9.35		10.09
RAGAN	894.8		9.05	9.19	9.52	10.42	10.51		9.30		10.04
SPRING VALLEY	897.6		9.02	9.15	9.49	10.39	10.49		9.26		10.00
ASPEN	901.8		8.58	9.11	9.44	10.35	10.45		9.22		f 9.54
DN ALTAMONT AP	903.6		8.52	9.05	9.38	10.30	10.40		9.17		f 9.48
KNIGHT	908.7		8.45	8.58	9.31	10.26	10.36		9.10		9.39
MILLIS	912.7		8.40	8.52	9.26	10.21	10.31		9.04		9.32
DN-R EVANSTON YL NA	917.2		8.34	8.45	9.19	s 10.14	s 10.24		8.57		9.25
ALMY JCT.	918.4		8.30	8.40	9.15				8.52		9.15
WYUTA	921.7		8.23	8.32	9.08	10.06	10.16		8.45		9.06
DN WAHSATCH YL WH	927.6		8.17	8.26	9.02	10.01	10.11		8.39		f 8.59
CURVO	932.6		8.08	8.17	8.53	9.54	10.04		8.30		8.47
CASTLE ROCK	936.7		8.02	8.11	8.47	9.49	9.59		8.24		8.40
EMORY	943.3		7.52	8.01	8.37	9.41	9.51		8.14		8.28
BASKIN	947.9										
DN ECHO YL HO	952.7		7.38	7.46	8.22	9.28	9.38		8.00		f 8.11
HENEFER	956.5		7.33	7.41	8.17	9.24	9.34		7.55		8.04
D DEVIL'S SLIDE ON	960.6		7.28	7.36	8.12	9.20	9.30		7.50		7.59
DN MORGAN WB	968.0		7.20	7.27	8.03	9.13	9.23		7.41		f 7.50
STODDARD	970.6										
PETERSON	975.5		7.13	7.20	7.55	9.07	9.17		7.34		7.41
STRAWBERRY	977.7										
GATEWAY	980.1		7.07	7.14	7.49	9.02	9.12		7.28		7.34
UINTAH	985.1		7.01	7.07	7.42	8.55	9.05		7.22		7.27
RIVERDALE YL	989.9										
DN-R OGDEN YL OG	992.6		6.50AM	6.55AM	7.30AM	8.45AM	8.55AM		7.10PM		7.15PM
(175.6)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time.....	(0.35)	(3.30)	(3.45)	(3.40)	(3.10)	(3.10)	(0.33)	(3.45)	(0.85)	(4.25)
Average speed per hour.....	51.7	50.2	46.8	47.9	55.5	55.5	54.9	46.8	51.7	39.8

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FOURTH SUBDIVISION EASTWARD

FIRST CLASS

Time-Table No. 14

April 27, 1952

SECOND CLASS

Mile Post	254	264	226	262			Car Capacity of Sidings, etc. See Rule 6 (A), page 31.
	Time Freight	Time Freight	Mixed	Time Freight			

STATIONS

A 12.25AM	817.0	DN-R GREEN RIVER YL GR	A 8.00AM	A 8.05AM		A 9.50PM		COPTWXYZ
12.20	821.1	RIVIEW						WS 61 PX
12.16	824.9	PERU						CS 82 P
12.11	830.2	BRYAN						CS 120 P
12.04AM	837.8	WESTVAOO						CS 118 P
11.55PM	847.2	DN GRANGER YL GN		6.20AM		7.30PM		WS 99 IPWXY ES 126 RCS
11.48	854.0	VERNE						CS 125 P
11.44	858.7	CHURCH BUTTES						CS 103 P
11.37	865.9	HAMPTON						CS 103 P
11.33	869.7	ELKHURST						CS 95 P
s 11.25	875.4	DN CARTER YL Q						CS 135 CPWX
11.17	880.9	ANTELOPE						CS 103 P
11.12	885.6	BRIDGER						CS 131 P
11.08	890.5	LEROY						WS 77 CS 83 PW
11.03	894.8	RAGAN						WS 71 PX
11.00	897.6	SPRING VALLEY						CS 125 P
10.56	901.8	ASPEN						ES 44 X
10.50	903.6	DN ALTAMONT AP						ES 122 PX
10.42	908.7	KNIGHT						ES 64 PX
10.37	912.7	MILLIS						CS 118 P
10.30	917.2	DN-R EVANSTON YL NA						CPTWXYZ
10.20	918.4	ALMY JCT.						
10.14	921.7	WYUTA						CS 124 P
10.08	927.6	DN WAHSATCH YL WH						CS 98 PWXY
9.57	932.6	CURVO						P
9.51	936.7	CASTLE ROCK						WS 118 ES 101 PW
9.41	943.3	EMORY						CS 125 PWX
	947.9	BASKIN						4
9.25	952.7	DN ECHO YL HO				A 9.05AM		WS 120 CS 120 ES 101 CPTWX
9.20	956.5	HENEFER						CS 118 PX
9.15	960.6	D DEVIL'S SLIDE ON						CS 118 PX
9.06	968.0	DN MORGAN WB						CS 132 PWX
	970.6	STODDARD						
8.58	975.5	PETERSON						WS 122 ES 118 P
	977.7	STRAWBERRY						P
8.50	980.1	GATEWAY				8.00		PW
8.43	985.1	UINTAH						f 7.50
	989.9	RIVERDALE YL						ES 62 PX
8.30PM	992.6	DN-R OGDEN YL OG	1.00AM			7.35AM		PX
Daily		(175.6)	Daily	Daily	Daily Ex. Sun.	Daily		COPTWYZ

(3.55) Thru Time.....	(7.00)	(1.45)	(1.30)	(2.20)
44.8Average speed per hour.....	25.1	17.2	27.3	12.9

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WESTWARD				DENT BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 14				SECOND CLASS					
212				April 27, 1952				211					
Mixed				STATIONS				Mixed					
Daily				Mile Post				Mile Post					
IP			5.0	DN	SAND CREEK JCT YL	SK	5.0						
15			8.2		WELBY		8.2						
31	P		9.8		QUIMBY		9.8				11.11		
36	P		13.8		EAST LAKE		13.8				f 11.04		
31	P		18.1		DARLOW		18.1				10.57		
55	IPWY		22.2	DN	ST. VRAINS YL	VS	22.2				f 10.48		
			22.2		U. P. CROSSING		22.2						
			24.3		GRADEN		24.3						
53	YP		26.1	D	FREDERICK YL	FR	26.1				f 10.37		
	P		27.8		FIRESTONE		27.8				10.31		
19	P		30.2		HARNEY		30.2				10.25		
31	P		34.6		GOWANDA		34.6				10.17		
	P		38.3		WILD OAT		38.3				10.10		
21	WYP		42.8	N	DENT YL	FD	42.8	A	9.43AM		10.01		
	WCTYP		50.6	DN-R	LA SALLE YL	SA	50.6		9.30AM		9.45PM		
					(45.6)				Daily		Daily		

(0.20) Thru Time (0.13) (1.35)
 23.4 Average speed per hour 36.0 28.8

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. Between Denver and LaSalle, all extra trains will run via Lupton unless otherwise instructed. At Dent Nos. 211 and 212 need not go to depot.

WESTWARD—Fort Collins Branch—EASTWARD			
SECOND CLASS		Time-Table No. 14	
211		April 27, 1952	
Mixed		STATIONS	
Daily		Mile Post	
21	WYP	9.43AM	0.0 N
	P	f 9.48	1.7
	P	f 10.01	7.3
	P	f 10.05	9.1
	P	f 10.15	13.5
	P	f 10.21	16.4
42	P	f 10.27	19.5
136	WCTYZP	A 10.40AM	25.0 D-R
			25.2
			25.3
	P		27.9
	P		30.0
	P		38.5
	Y		41.7

(0.57) Thru Time (1.00)
 26.3 Average speed per hour 25.0

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. At Dent Nos. 211 and 212 need not go to depot. Time shown at Boulder is for information only. Trains are governed by Colorado and Southern Railway Time-Table and Rules while using their tracks between Ara and Boulder.

WESTWARD—Boulder Branch—EASTWARD			
SECOND CLASS		Time-Table No. 14	
212		April 27, 1952	
Mixed		STATIONS	
Daily		Mile Post	
55	WYZP	0.0	DN-R
	P	4.2	
21		7.1	
	IWYP	8.1	DN
		8.1	
	P	10.1	
	P	10.9	
	P	11.4	
	P	15.1	
	P	15.1	
	P	16.4	
	P	17.8	
	P	19.6	
	P	24.0	
	WYP	26.1	
	P	27.6	DN-R

(0.57) Thru Time (1.00)
 26.3 Average speed per hour 25.0

Westward trains are superior to trains of the same class in the opposite direction, except that No. 202 is superior to No. 201.—See Rule S-72.

WESTWARD—Greeley Branch—EASTWARD			
SECOND CLASS		Time-Table No. 14	
201		April 27, 1952	
Mixed		STATIONS	
Daily		Mile Post	
247	WYZP	0.0	DN
	YP	2.3	
34	YP	6.0	
		8.4	
37	P	10.4	D
		13.8	
		14.5	
29	YP	28.1	

(8.20) Thru Time (8.30)
 12.3 Average speed per hour 13.1

WESTWARD—Pleasant Valley Branch—EASTWARD			
SECOND CLASS		Time-Table No. 14	
221		April 27, 1952	
Mixed		STATIONS	
Daily		Mile Post	
34	YP	0.0	
		3.1	
	P	5.1	D

(8.20) Thru Time (8.30)
 12.3 Average speed per hour 13.1

WESTWARD—Coalmont Branch—EASTWARD			
SECOND CLASS		Time-Table No. 14	
222		April 27, 1952	
Mixed		STATIONS	
Monday Wednesday Friday		Mile Post	
	PYZ	9.30AM	0.0
22	PZ	f 10.15	14.5
21	P	f 10.30	17.8
17	PW	f 10.42	21.3
20	P	s 11.07	29.7
42	Y	f 11.22	34.5
	PW	f 11.32AM	35.6
19	PW	f 12.02PM	40.4
24	W	12.44	47.3
76	YCPW	s 1.30	54.6
25	P	f 2.26	63.9
39	PYW	f 3.07	70.8
18	P	f 3.27	73.8
76	PYW	f 4.03	79.8
6		f 4.15	83.5
27		f 4.30	88.2
82	P	s 4.40	92.2
32		f 5.02	100.7
17		f 5.29	107.6
80	PCYW	A 5.50PM	111.1

(8.20) Thru Time (8.30)
 12.3 Average speed per hour 13.1

WESTWARD—Encampment Branch—EASTWARD			
SECOND CLASS		Time-Table No. 14	
202		April 27, 1952	
Mixed		STATIONS	
Daily		Mile Post	
		12.01PM	0.0
6		f 12.28	6.8
7		f 12.54	12.3
1		f 1.27	20.6
26	WY	s 1.56	24.1
1		f 2.15	27.8
1		f 2.23	29.7
13		f 2.36	32.7
15		f 3.07	39.3
43	WY	A 3.32PM	44.4

WESTWARD—Superior Branch—EASTWARD			
SECOND CLASS		Time-Table No. 14	
202		April 27, 1952	
Mixed		STATIONS	
Daily		Mile Post	
	XPY	0.0	
	WP	7.6	D
		9.1	

WESTWARD—South Pass Branch—EASTWARD			
SECOND CLASS		Time-Table No. 14	
222		April 27, 1952	
Mixed		STATIONS	
Daily		Mile Post	
WS74 WCY		0.0	DN-R
ES 98 TZP		3.4	
		5.5	
		7.9	
		9.5	

WESTWARD—Reliance Branch—EASTWARD			
SECOND CLASS		Time-Table No. 14	
202		April 27, 1952	
Mixed		STATIONS	
Daily		Mile Post	
		0.0	
		1.7	
		2.1	

WESTWARD—Winton Branch—EASTWARD			
SECOND CLASS		Time-Table No. 14	
202		April 27, 1952	
Mixed		STATIONS	
Daily		Mile Post	
		0.0	
		2.4	
		5.0	
		5.2	

(8.20) Thru Time (8.30)
 12.3 Average speed per hour 13.1

WESTWARD—Puritan Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Distance from Parkdale Jct.	Time-Table No. 14 April 27, 1952		Mile Post
		STATIONS		
	0.0	PARKDALE JCT YL	0.0	
	1.9	PURITAN	1.9	
	3.1	END OF TRACK (3.1)	3.1	

WESTWARD—Lionkol Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Distance from Lionkol Jct.	Time-Table No. 14 April 27, 1952		Mile Post
		STATIONS		
	0.0	LIONKOL JUNCTION	0.0	
	2.0	LIONKOL	2.0	
	2.5	END OF TRACK (2.5)	2.5	

WESTWARD—Stansbury Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Distance from Stansbury Jct.	Time-Table No. 14 April 27, 1952		Mile Post
		STATIONS		
	0.0	STANSBURY JUNCTION	0.0	
	1.9	STANSBURY MINE	1.9	
	2.1	END OF TRACK (2.1)	2.1	

WESTWARD—Dines Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Distance from Hay	Time-Table No. 14 April 27, 1952		Mile Post
		STATIONS		
	0.0	HAY	0.0	
	1.6	DINES	1.6	
	1.9	END OF TRACK (1.9)	1.9	

WESTWARD—Park City Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Distance from Echo	Time-Table No. 14 April 27, 1952		Mile Post
		STATIONS		
	0.0	DN-R ECHO YL HO	0.0	
	5.7	D COALVILLE YL VE	5.7	
	13.4	WANSHIP	13.4	
	20.3	ATKINSON	20.3	
	24.5	KEETLEY JCT. YL	24.5	
	26.0	BEGGS SPUR	26.0	
	27.2	BROADWATER SPUR	27.2	
	28.4	D-R PARK CITY YL KD	28.4	
		(28.4)		
	(2.15)	Thru Time	(2.09)	
	12.6	Average speed per hour	13.0	

WESTWARD—Ontario Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Distance from Keetley Jct.	Time-Table No. 14 April 27, 1952		Mile Post
		STATIONS		
	0.0	KEETLEY JCT. YL	0.0	
	5.2	KEETLEY YL	5.2	
	7.0	CRANMER YL	7.0	

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

Time per Mile	Mile per Hour	Time per Mile	Mile per Hour	Time per Mile	Mile per Hour	Time per Mile	Mile per Hour	Time per Mile	Mile per Hour
30"	120.	43"	83.7	56"	64.2	1' 9"	52.1	2'	30.
31"	116.1	44"	81.8	57"	63.1	1' 10"	51.4	2' 15"	26.6
32"	112.5	45"	80.	58"	62.	1' 11"	50.7	2' 30"	24.
33"	109.1	46"	78.3	59"	61.	1' 12"	50.	2' 45"	21.8
34"	105.9	47"	76.6	1'	60.	1' 15"	48.	3'	20.
35"	102.9	48"	75.	1' 1"	59.	1' 20"	45.	3' 30"	17.1
36"	100.	49"	73.5	1' 2"	58.	1' 25"	42.3	4'	15.
37"	97.3	50"	72.	1' 3"	57.1	1' 30"	40.	5'	12.
38"	94.7	51"	70.6	1' 4"	56.2	1' 35"	37.9	6'	10.
39"	92.3	52"	69.2	1' 5"	55.3	1' 40"	36.	7'	8.6
40"	90.	53"	67.9	1' 6"	54.5	1' 45"	34.3	8'	7.5
41"	87.8	54"	66.6	1' 7"	53.7	1' 50"	32.7	10'	6.
42"	85.7	55"	65.4	1' 8"	52.9	1' 55"	31.3		

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:

Designation "Str." —Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.
Designation "Psgr." —Train with steam locomotive and all passenger train equipment; train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
Designation "Frnt." —Train with freight cars; train with caboose only; locomotive without cars.

When "City of Denver" train is operated with automatic brake control, a maximum speed of 75 miles per hour must not be exceeded.
 When Diesel-electric passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr" trains will govern.

On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.

When a freight engine is used in passenger service on a branch line, the speed under "Frnt" must not be exceeded.

Where rules, special rules or bulletin require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Inspection bus cars.		40	40	When more than 50% of the tonnage is gravel.			40
When caboose is handled in train consisting of passenger train equipment.		50		Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35
Within yard limits protected by block signals where not otherwise restricted. Within yard limits not protected by block signals, passing fueling stations, on Dent Branch and at Riverdale. Other branch lines.	60	50	25	Trains handling company roadway machines on their own wheels except wrecking derricks. On straight track. On curves. Branch lines except Dent Branch.			30 25 15
Diesel-electric locomotives in road or helper service— Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light.	40	40	40	Trains handling air-dump cars.			35
1500 class Diesel-electric road freight locomotives.	50	50	50	Trains handling scale test cars: On main line. On branch lines except Dent branch.			30 20
Diesel-electric yard switch locomotives in road service.		35	35	Trains handling C. N. W., C. M. St. P. & P. or G. N. Jeep Ore Cars			30
Diesel-electric locomotives running light, dynamic brake not in operation.			35	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line and Dent Branch. On other branch lines. (Slower speed must be observed where conditions require.)			25 15
7000 and 7800 class engines.		75	50				
3800 and 3900 class engines.		60	50				
5000 and 9000 class engines.		50	50				
MacArthur type engines with 63-in. drivers.		55	50	When using cross-overs or turn-outs: 9000 class engines; Forward movement. Back-up movement. All other classes engines; Forward movement. Back-up movement.			10 6 15 15 15
MacArthur type engines with 57-in. drivers.		35	35				
Consolidation and Ten-Wheeler type engines.		35	35				
Mallet type engines Nos. 3500 to 3599 inclusive, and 3670 to 3674 inclusive.		35	35	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.	20	20	20
3500 and 5000 class engines on any coal mine lead or track.			10				
0-6-0 and 0-8-0 type yard engines.		20	20	All wye tracks.	6	6	6
Steam engines running backward: As helper engine on rear of train. Under other conditions.	40	35	20	Jordan spreaders and other machines of spreader type, when in operation.			15

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Maximum speed.	79	75	50	Warren 91.8 and 92.2	70	60	45
4000 class engines.		45	45				
Freight engines not otherwise shown.		50		Speer 93.3 and 97.4 93.3 and 97.4 mixed trains.	60	50	30 40
Light engines.		45	45				
Denver Union Terminal Speed Restrictions apply within interlocking limits at Denver.				97.4 and 97.7	50	40	25
Denver, within city limits over street crossings.	35	35	25				
Between Mile Posts— Denver Yard 0.4 and 0.7 westward track. 1.7 and 1.8 westward track. 2.5 and 3.0 westward track. 3.0 and 2.5 eastward track. 1.8 and 1.7 eastward track. 0.7 and 0.4 eastward track.	30 20 30 30 20 30	30 20 30 30 20 30	25 25 25 25 25 25	Corlett Side 97.7 and 97.9	30	30	25
				97.9 and 98.6	50	40	25
				101.4 and 101.5	70	60	45
				Corlett Jct. and M. P. 103.9		70	
LaSalle 47.8 and 48.0	70	60	50	Borie Side 97.7 and 99.4	50	40	25
Evans 49.4 and 49.7	70	60	50				

SECOND SUBDIVISION

Location	Str.	Psgr.	Frnt.	Location	Str.	Psgr.	Frnt.
Cheyenne to Laramie, westward	79	60	40	When more than 50% of the tonnage is gravel.			30
Laramie to Sherman, eastward	79	60	40	Cheyenne passenger sheds.	10	10	10
Sherman to Buford, eastward	70	60	40	Tower A, through cross-overs.	10	10	10
Buford to Cheyenne, eastward	70	60	30	Granite Canon on No. 1, 2, 3, 4 and 5 pit tracks.			6
Light engines.			40	Westward solid express trains, between M. P. 549.7 and 557.0		30	
4000 class engines.		45	40				
Freight engines not otherwise shown.		50					

ON WESTWARD TRACK Between Mile Posts—				ON EASTWARD TRACK Between Mile Posts—			
Cheyenne 510.4 and 511.8	50	40	25	Forelle 562.2 and 549.8	60	50	40
Corlett 515.6 and 515.7	60	50	40	Hermosa 548.1 and 547.0	55	45	35
518.8 and 519.1	60	50	40	Hermosa Tunnel	50	40	25
Borie 522.1 and 522.3	60	50	40	545.1 and 537.9	50	45	35
523.3 and 523.6	60	50	40	537.5 and 535.6	50	40	25
Otto 524.5 and 525.6	60	50	40	Buford 535.1 and 530.2	60	50	30
Granite Canon 528.7 and 529.5	50	40	25	530.2 and 530.0	50	40	30
530.0 and 535.1	55	45	35	529.5 and 528.7	50	40	25
535.6 and 537.5	50	40	25	Granite Canon 525.6 and 524.5	60	50	30
537.9 and 540.9	45	40	35	Otto 523.6 and 523.4	65	55	30
541.1 and 545.1	55	45	35	522.3 and 522.1	60	50	30
Hermosa Tunnel	50	40	25	Borie 519.1 and 518.8	60	50	30
547.0 and 548.1	55	45	35	515.7 and 515.6	60	55	30
Hermosa 549.3 and 549.6	50	40	30	Corlett 511.8 and 510.4	50	40	25
549.7 and 550.0	40	30	25	Cheyenne			
550.0 and 563.6	70	60	40				
Red Buttes 565.2 and 565.3	30	25	20				
565.3 and 565.6	50	40	25				
Laramie							

THIRD SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Maximum speed.	90	75	50	Laramie, ice house tracks 1, 2, 3 and 4.			6
Trains handled by Diesel-electric locomotives.			55	Hanna, spur to Monolith Coal Co., and U. P. Coal Co. 4-A.			10
4000 class engines.		50	50	Sinclair, refining company tracks.			6
Freight engines not otherwise shown.		50		Rawlins, east standpipe.	15	15	15
Light engines.			45				
Laramie, long leads 1, 2 and 3			10				

ON WESTWARD TRACK Between Mile Posts—				ON EASTWARD TRACK Between Mile Posts—			
Laramie 566.8 and 567.2	50	40	25	Green River 817.0 and 816.3	50	40	25
Bosler 587.7 and 588.4	70	60	50	816.3 and 816.1	35	30	25
Cooper Lake 593.3 and 593.7	70	60	50	816.1 and 814.1	40	40	25
Lookout 598.5 and 599.7	70	60	50	813.9 and 809.6	55	45	35
Harper 601.1 and 602.2	60	50	40	Kanda 807.8 and 807.5	65	55	45
602.7 and 603.1	75	55	50	807.1 and 806.6	70	60	50
603.9 and 604.6	60	50	40	Rock Springs 803.5 and 801.0	50	40	25
Wilcox 609.5 and 611.6	70	60	50	800.5 and 799.5	60	50	40
615.9 and 616.4	55	45	40	798.4 and 797.3	55	45	35
Ridge 617.2 and 617.6	70	60	50	Baxter 781.7 and 781.3	70	60	50
621.8 and 622.4	75	65	50	780.2 and 780.0	60	50	40
Calvin 627.1 and 628.7	50	45	35	778.9 and 777.8	60	50	40
629.4 and 629.9	60	50	40	Point of Rocks 776.6 and 775.8	65	55	45
630.9 and 637.8	70	60	50	775.0 and 774.3	70	65	50
Ramsey 639.3 and 640.2	60	50	40	773.2 and 773.0	60	50	40
642.5 and 643.7	50	40	25	772.3 and 771.8	70	65	50
Hanna 645.1 and 646.3	70	60	50	Hallville 769.3 and 768.8	60	50	40
647.5 and 648.0	70	60	50	Black Buttes 765.6 and 765.2	60	50	40
Percy 650.2 and 650.7	70	60	50	762.3 and 762.0	70	60	50
Dana 652.2 and 652.5	60	50	50	761.0 and 760.5	70	60	50
653.1 and 656.4	70	60	50	757.3 and 757.0	50	40	25

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts—				Between Mile Posts—			
Edson 657.2 and 658.1	55	45	35	Robinson 740.8 and 740.2	70	60	50
658.4 and 659.2	70	60	50	Tipton 737.3 and 733.9	65	55	45
661.0 and 661.5	70	60	50	Frewen 725.6 and 725.1	65	55	45
Walcott 662.8 and 666.5	70	60	50	Wamsutter 719.8 and 719.5	70	60	50
Fort Steele 667.5 and 669.0	60	50	40	718.1 and 717.8	60	55	50
Sinclair 678.1 and 678.5	80	70	50	Latham 715.3 and 715.0	60	50	40
680.4 and 682.5	50	40	25	714.3 and 713.7	60	50	40
Rawlins 683.2 and 684.2	50	40	25	Creston 709.0 and 708.6	70	60	50
Ferris 686.8 and 687.8	70	60	50	Cherokee 704.2 and 703.0	70	60	50
Hadsell 690.3 and 692.4	60	50	40	Daleys Ranch 694.2 and 692.4	70	60	50
692.4 and 694.2	70	65	50	Knobs 692.4 and 690.3	60	50	40
Riner 703.0 and 704.2	70	60	50	Hadsell 687.8 and 686.8	70	60	50
Cherokee 708.6 and 709.0	70	60	50	Ferris 684.2 and 683.2	50	40	25
Creston 713.7 and 714.3	80	70	50	Rawlins 682.5 and 680.4	50	40	25
715.0 and 715.3	70	65	50	678.5 and 678.1	80	70	50
Latham 717.8 and 718.1	70	65	50	Sinclair 669.0 and 667.5	60	50	40
719.5 and 719.8	70	65	50	Fort Steele 666.5 and 662.8	70	60	50
Wamsutter 725.1 and 725.6	65	55	45	Walcott 661.5 and 661.0	70	60	50
Red Desert 733.9 and 737.3	65	55	45	659.2 and 658.4	70	60	50
Tipton 740.2 and 740.9	70	60	50	658.1 and 657.2	55	45	35
741.4 and 741.6	60	50	40	Edson 656.4 and 653.1	70	60	50
742.7 and 743.1	70	60	50	652.5 and 652.2	60	50	40
Monell 752.9 and 753.3	70	60	50	Dana 650.7 and 650.2	70	60	50
Bitter Creek 757.0 and 757.3	50	40	25	Percy 648.0 and 647.5	70	60	50
760.5 and 761.0	70	60	50	646.3 and 645.1	70	60	50
762.0 and 762.3	70	60	50				
765.2 and 765.6	60	50	40				

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts—				Between Mile Posts—			
Black Buttes 768.8 and 769.3	60	50	40	Hanna 643.7 and 642.5	50	40	25
Hallville 771.8 and 772.3	70	65	50	640.2 and 639.3	60	50	40
778.0 and 773.2	60	50	40	Ramsey 637.8 and 630.9	70	60	50
774.3 and 775.0	70	65	50	629.9 and 629.4	60	50	40
775.8 and 776.6	65	55	45	628.7 and 627.1	50	45	35
Point of Rocks 777.8 and 778.9	60	50	40	Medicine Bow 622.4 and 621.8	75	65	50
780.0 and 780.2	60	50	40	617.6 and 617.2	60	50	40
781.3 and 781.7	70	60	50	Ridge 616.4 and 615.9	55	45	40
Baxter 797.3 and 798.4	55	45	35	611.6 and 609.5	70	60	50
799.5 and 800.5	60	50	40	Rock River 604.6 and 603.9	60	50	40
801.0 and 803.5	50	40	25	602.2 and 601.1	60	50	40
806.6 and 807.0	70	60	50	599.7 and 598.5	70	60	50
807.5 and 807.8	65	55	45	Harper 596.8 and 596.5	70	60	50
Kanda 809.6 and 813.9	55	45	35	Lookout 593.7 and 593.3	70	60	50
814.1 and 816.1	40	40	25	Cooper Lake 588.4 and 587.7	70	60	50
816.1 and 816.3	35	30	25	Howell 567.2 and 566.8	50	40	25
816.3 and 817.0	50	40	25	Laramie			
Green River							
FOURTH SUBDIVISION							
Maximum speed	79	75	50	Outside of yard limits 1360 class Diesel-electric locomotives running light will be governed by speed restrictions for passenger trains but a speed of 45 MPH must not be exceeded.			
4000 class engines		45	45				
Freight engines not otherwise shown.		50	50				
Light engines.			45				
Between Green River and Evanston							
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts—				Between Mile Posts—			
Green River 817.0 and 818.5.	50	40	25	Evanston 915.6 and 915.4	70	60	50
819.3 and 820.7.	60	50	40	913.4 and 913.1	70	60	50
Riview 822.4 and 823.6	60	50	40	Millis 910.4 and 909.3	80	70	50
Peru 825.4 and 826.6	70	60	50	Knight 908.6 and 906.3	50	40	30
827.9 and 828.4	70	60	50	905.3 and 904.9	60	50	40

FOURTH SUBDIVISION (Continued)
Between Green River and Evanston

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
ON WESTWARD TRACK Between Mile Posts— Bryan 831.2 and 831.5	65	55	45	ON EASTWARD TRACK Between Mile Posts— Altamont Aspen Tunnel	25	15	15
833.6 and 834.1	70	60	50	Aspen 901.3 and 896.7	60	50	40
Westvaco 844.9 and 845.3	60	50	40	Ragan 894.4 and 894.0	70	60	50
Granger 846.3 and 847.9	60	50	25	893.4 and 890.9	70	60	50
849.9 and 850.2	70	60	50	Leroy 890.2 and 889.3	50	40	35
Church Buttes 860.1 and 860.3	70	60	50	888.7 and 888.3	70	60	50
862.2 and 862.5	70	60	50	887.5 and 887.3	65	55	45
Hampton 866.7 and 866.9	75	65	50	886.7 and 886.4	70	60	50
868.0 and 869.2	65	55	45	Bridger 885.0 and 884.6	60	50	40
Elkhurst 870.9 and 873.6	70	60	50	883.9 and 882.5	60	50	40
874.0 and 874.5	70	60	50	881.7 and 881.4	70	60	50
Carter 878.2 and 878.5	70	60	50	Antelope 880.3 and 880.1	60	50	40
880.1 and 880.3	60	50	40	878.5 and 878.2	70	60	50
Antelope 881.4 and 881.7	70	60	50	874.5 and 874.0	70	60	50
882.5 and 883.9	60	50	40	Carter 873.6 and 870.9	70	60	50
884.6 and 885.0	60	50	40	Elkhurst 869.2 and 868.0	55	45	35
Bridger 886.4 and 886.7	70	60	50	866.9 and 866.7	75	65	50
887.3 and 887.5	65	55	45	Hampton 862.5 and 862.2	70	60	50
888.3 and 888.7	70	60	50	860.3 and 860.1	70	60	50
889.3 and 890.2	50	40	35	Verne 850.2 and 849.9	70	60	50
Leroy 891.6 and 895.1	70	60	50	Granger 847.9 and 846.3	60	50	25
Ragan 896.1 and 900.6 901.7 and 903.5	60 50	50 40	40 30	845.3 and 844.9	60	50	40
Altamont 904.9 and 905.3	60	50	40	Westvaco 834.1 and 833.6	70	60	50
906.3 and 908.6	50	40	30	831.5 and 831.2	65	55	45
Knight 909.3 and 910.4	80	70	50	Bryan 828.4 and 827.9	70	60	50
Millis 913.1 and 913.4	70	60	50	826.6 and 825.4	70	60	50
915.4 and 915.6	70	60	50	Peru 823.6 and 822.4	60	50	40
915.9 and 919.1 Evanston	60	50	25	Riview 820.7 and 819.3	60	50	40
				818.5 and 817.0 Green River	50	40	25

FOURTH SUBDIVISION (Continued)
Between Evanston and Ogden

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
ON WESTWARD TRACK Between Mile Posts— Evanston 920.6 and 921.2	70	60	50	ON EASTWARD TRACK Between Mile Posts— Ogden			
Wyuta 925.9 and 926.2	65	55	40	989.0 and 987.9	65	55	45
926.5 and 928.8	60	50	25	985.7 and 985.4	60	50	40
928.8 and 935.8	35	35	30	Uintah 984.8 and 984.4	60	50	40
Castle Rock 937.0 and 939.4	50	40	35	Gateway 983.5 and 981.0	40	35	30
941.1 and 941.9	55	45	40	981.0 and 980.7	35	35	30
Emory 942.9 and 945.5	50	40	35	980.7 and 978.7	40	35	30
946.9 and 951.1	50	40	35	Strawberry 977.3 and 977.0	60	50	45
952.1 and 952.5	35	30	25	976.1 and 974.1	55	45	35
Echo 953.3 and 954.1	60	50	25	Peterson 972.6 and 972.4	75	65	50
954.2 and 954.5	55	50	45	Morgan 967.8 and 967.2	60	50	40
Henefer 958.1 and 959.5	70	60	45	965.1 and 963.1	45	35	30
959.8 and 962.8	60	50	45	962.8 and 959.8	60	50	40
963.1 and 965.1	45	35	30	Devil's Slide 959.5 and 958.1	70	60	45
967.2 and 967.8	60	50	40	Henefer 954.5 and 954.2	55	50	45
Stoddard 972.4 and 972.6	75	65	50	954.1 and 953.3	60	50	25
974.1 and 976.1	50	45	35	Echo 952.5 and 952.1	35	30	25
977.0 and 977.3	60	50	45	951.1 and 946.9	50	40	35
Strawberry 978.7 and 980.7	40	35	30	945.5 and 942.9	50	40	35
980.7 and 981.0	35	35	30	Emory 941.6 and 940.9	55	45	40
981.0 and 983.7	40	35	30	939.1 and 929.2	55	45	35
Uintah 985.5 and 985.8	70	60	50	Curvo 928.8 and 927.6	50	40	25
986.7 and 987.0	65	60	50	Wahsatch 927.6 and 927.4	30	25	25
987.9 and 989.0 Ogden	65	55	45	927.4 and 926.5	60	50	25
				926.2 and 925.9	65	55	40
				Wyuta 921.2 and 920.6	70	60	50
				919.1 and 915.9 Evanston	60	50	25

Within Ogden Terminal Limits, O.U.R. & D. Speed Restrictions Apply

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
At any point.	30	15	Slip switches, Cecil Jct.	10	10
Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.	20	15	Wye and balloon track, Patterson Ave.	10	10
When using cross-overs or turn-outs.	15	15	U. P. and S. P. roundhouse and shop limits.	8	8
Over railroad crossings.	10	10	Over switches at 23rd and 26th Sts. and in Union Station passenger yard.	8	8

BRANCHES

Branch Name	Miles Per Hour	Branch Name	Miles Per Hour
Boulder Branch Maximum Speed.	25	Encampment Branch Maximum speed.	15
Trains handling outfit cars.	20	Between Mile Posts— 24.25 and 24.47 37.58 and 37.75	10 10
Between St. Vrains and Parkdale Jct. with 3500 and 5000 class engines.	15	Pleasant Valley Branch	15
Between Parkdale Jct. and Erie.	15	Puritan Branch	15
Valmont Spur, M.P. 1, over C. & S. crossing.	10	Lionkol Branch	10
Dent Branch: Maximum speed.	60	Superior Branch, on yard tracks at Thayer Jct.	15
800 class engines.	45	Branches not otherwise shown.	15
3900, 4000, 5000 and 9000 class and Mallet type engines.	40	Stansbury Spur	5
Freight engines not otherwise shown.	50	Spurs not otherwise shown.	10
Trains handling outfit cars.	20	5000 class engines through turn-outs on South Pass, Lionkol, Reliance, Stansbury, Winton and Dines Branches.	4
Westward Signal M-51, Sand Creek Jct. to paved road.	20	5000 class engines on curves as follows: South Pass Branch, between M.P. 0.2 and 1.5; Reliance Branch, between M.P. 0.0 and 0.2 and at M.P. 1.7; Dines Branch, at M.P. 0.0 and between M.P. 1.6 and 2.0; Winton Branch, at M.P. 4.3; Lionkol Branch, between M.P. 0.0 and 0.3 and at M.P. 2.5.	6
Between Mile Posts— Quimby 10.0 and 10.6 11.6 and 12.0	50 40	Park City Branch Maximum Speed	25
East Lake 14.3 and 14.6	50	Trains handling outfit cars.	20
St. Vrains 21.5 and 21.9	40	Between Mile Posts— 0.0 and 4.3	15
Frederick 25.6 and 25.8	40	5.1 and 5.2	15
Gowanda 37.9 and 38.0	50	13.2 and 13.5	15
Wild Cat 40.4 and 40.5	50	14.8 and 21.0	15
Fort Collins Branch Between Dent and Fort Collins.	30	24.0 and 24.1	15
Between Fort Collins and Buckeye.	25	25.1 and 25.2	15
Trains handling outfit cars.	20	26.3 and 28.4	15
Dent, over west wye switch.	10	Park City, all yard tracks between freight yard junction and depot, and all tracks above depot on highline.	5
Fort Collins, within city limits	15	Ontario Branch	15
Fort Collins, over east cross-over switch.	5	Cranmer spur, between Keetley and end of track.	10
Greeley Branch	15		
Coalmont Branch Maximum speed.	20		
Between Mile Posts— 36 and 79	10		

SYMBOLS AND ABBREVIATIONS (Rules 6 and 6(A))

6. The following letters placed before figures of a schedule indicate:
s—regular stop;
f—flag stop to receive or discharge traffic;
A—arrive
6(A). The following letters placed in column with station name in time-table indicate:
D —day operator
N —night operator
DN—day and night operator
R —train register
YL —yard limits

The following letters placed in columns provided in time-table indicate:
C —coal
I —interlocking
O —oil
P —dispatcher's telephone
T —turntable
W —water
X —cross-over
Y —wye
Z —track scales
AI —automatic interlocking signals
CS —center siding
ES —eastward siding
WS —westward siding
RCS —remote control switch

UNION PACIFIC EMPLOYEES HOSPITAL ASSOCIATION PHYSICIANS AND SURGEONS ARE LOCATED AS SHOWN BELOW:

NAME	TITLE	PLACE	NAME	TITLE	PLACE
D. L. Gamette	Medical Director	Los Angeles, Cal.	R. H. Jesson	Surgeon	Hanna, Wyo.
Wm. M. Grieg	District Surgeon	Denver, Colo.	Emory W. DeKay	Surgeon	Laramie, Wyo.
J. S. Benwell	Surgeon	Denver, Colo.	O. S. Pavy	Surgeon	Laramie, Wyo.
T. E. Beyer	Aurist	Denver, Colo.	E. C. Pelton	Surgeon	Laramie, Wyo.
J. R. Blair	Aurist	Denver, Colo.	B. J. Sullivan	Surgeon	Laramie, Wyo.
L. Scott Frank	Surgeon	Denver, Colo.	R. F. Howe	Surgeon	Ogden, Utah
A. T. Haley	Surgeon	Denver, Colo.	L. S. Sycamore	Surgeon	Ogden, Utah
I. E. Hix	Oculist	Denver, Colo.	Paul Southwick	Surgeon	Ogden, Utah
H. W. Stuver	Surgeon	Denver, Colo.	M. F. Wilcox	Surgeon	Ogden, Utah
W. L. Bennett	Surgeon	Denver, Colo.	S. M. Maeser	Surgeon	Ogden, Utah
P. R. Farrington	Surgeon	Boulder, Colo.	I. B. McQuarrie	Surgeon	Ogden, Utah
J. W. Wells	Surgeon	Brighton, Colo.	W. P. Daines	Surgeon	Ogden, Utah
F. D. Kuykendall	Surgeon	Eaton, Colo.	H. V. De Mars	Oculist & Aurist	Ogden, Utah
F. A. Humphrey	Surgeon	Fort Collins, Colo.	R. W. Pugmire	Oculist & Aurist	Ogden, Utah
J. W. Allely	Surgeon	Greeley, Colo.	R. B. Baker	Surgeon	Rawlins, Wyo.
W. L. Wilkinson	Surgeon	LaSalle, Colo.	E. W. McNamara	Surgeon	Rawlins, Wyo.
E. R. Pearson	Surgeon	Lupton, Colo.	G. M. Halsey	Surgeon	Rawlins, Wyo.
W. A. Buntan	District Surgeon	Cheyenne, Wyo.	R. A. Corbett	Surgeon	Saratoga, Wyo.
R. C. Gramlich	Surgeon	Cheyenne, Wyo.	V. L. Overholt	Surgeon	Superior, Wyo.
G. W. Koford	Surgeon	Cheyenne, Wyo.	Louis J. Taufer	District Surgeon	Salt Lake City, Utah
F. E. Magrath	Surgeon	Cheyenne, Wyo.	R. J. Parker	Surgeon	Coalville, Utah
R. D. Paul	Surgeon	Cheyenne, Wyo.	H. T. High	Surgeon	Devils Slide, Utah
P. J. Preston	Orthopedist	Cheyenne, Wyo.	J. H. Holland	Surgeon	Evanston, Wyo.
E. W. Newman	Oculist	Cheyenne, Wyo.	J. H. Waters	Surgeon	Evanston, Wyo.
G. W. Marbry	Oculist	Cheyenne, Wyo.	J. B. Bennett	Surgeon	Evanston, Wyo.
R. B. Stump	Oculist	Cheyenne, Wyo.	A. C. Stratton	Surgeon	Green River, Wyo.
R. I. Williams	Aurist	Cheyenne, Wyo.	A. T. Sudman	Surgeon	Green River, Wyo.
J. S. Hellewell	Surgeon	Evanston, Wyo.	Dan Oniki	Surgeon	Park City, Utah
Blair Liddell	Surgeon	Evanston, Wyo.	P. M. McCrann	Surgeon	Rock Springs, Wyo.
J. A. Mayer	Surgeon	Hanna, Wyo.			

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

Denver	"U. D." Telegraph Office	Laramie	Passenger Enginemen Washroom
Denver	Dispatcher's Office	Hanna	Telegraph Office
Denver 23rd Street	Register Room	Rawlins	Telegraph Office
Denver	Conductors' Room, Freight Station	Rawlins	Yard Office
29th Street	Yard Office	Rawlins	Engine Dispatcher's Office
36th Street	Telegraph Office	Rock Springs	Telegraph Office
36th Street	Register Room	Rock Springs	Roundhouse Foreman's Office
Pullman	Yard Office	Green River	Train Dispatcher's Office
Pullman (Roundhouse)	Engine Dispatcher's Office	Green River	Telegraph Office
Brighton	Telegraph Office	Green River	Engine Crew Dispatcher's Office
La Salle	Telegraph Office	Green River	Switchmen's Locker Room
Greeley	Telegraph Office	Evanston	Telegraph Office
Eaton	Telegraph Office	Evanston	Engine Crew Dispatcher's Office
Cheyenne	Dispatcher's Office	Ogden	Telegraph Office, Union Depot
Cheyenne	Telegraph Office	Ogden	YD—21st St. Telegraph Office
Cheyenne	Yard Office	Ogden	Engine Crew Dispatcher's Office, Roundhouse
Cheyenne	Engine Dispatcher's Office	Ogden	Enginemen's Wash Room
Laramie	Yard Office	Ogden	RD—28th St. Telegraph Office
Laramie	Depot Telegraph Office	Fort Collins	Telegraph Office
Laramie	Engine Dispatcher's Office		
Laramie	Switchmen's Locker Room		